

STATE OF CALIFORNIA
CAPITAL OUTLAY
BUDGET CHANGE PROPOSAL (COBCP)
COVER PAGE (REV 06/15)

DEPARTMENT OF FINANCE
915 L Street
Sacramento, CA 95814
IMS Mail Code: A15

BUDGET YEAR 2016-17

BUSINESS UNIT: 2740 COBCP NO: 2 PRIORITY: 2 PROJECT ID: 0000708

DEPARTMENT: Department of Motor Vehicles

PROJECT TITLE: Santa Maria: DMV Field Office Replacement

TOTAL REQUEST (DOLLARS IN THOUSANDS): \$ 1,811 MAJOR/MINOR: MA

PHASE(S) TO BE FUNDED: P, W PROJ CAT: CRI CCCI/EPI: 6069

SUMMARY OF PROPOSAL:

This is a request for \$1,811,000 to fund the preliminary plan phase (\$897,000) and the working drawing phase (\$914,000) with two year expiration for the Santa Maria DMV Field Office Replacement Project. The acquisition plan phase was funded in FY 2015/16 in the amount of \$2,637,000. The construction phase will be requested to be funded in FY 2018/19 for \$11,573,000. The total project cost is estimated to be \$16,021,000. This critical infrastructure project will replace the department's Santa Maria field office building that has significant seismic and structural issues. This building is also inefficient, noncompliant with the California Building Codes, and functionally deficient. The state-owned Santa Maria building is approximately 4,387 gross square feet and is 46 years old. The building houses the driver license and vehicle registration programs as well as the Occupational Licensing program, a Driver Safety Hearing Point, and drop-in space for a California Highway Patrol (CHP) officer. The proposed project will provide a new safe, appropriately sized and efficiently designed facility for use by the Field Operations Division, Occupational Licensing, Driver Safety, and the California Highway Patrol.

HAS A BUDGET PACKAGE BEEN COMPLETED FOR THIS PROJECT? (E/U/N/?): N

REQUIRES LEGISLATION (Y/N): N IF YES, LIST CODE SECTIONS: _____

REQUIRES PROVISIONAL LANGUAGE (Y/N) N

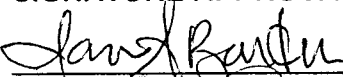
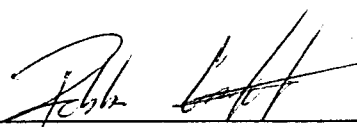
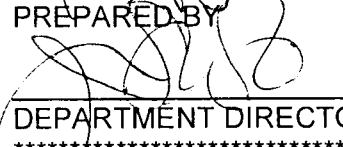
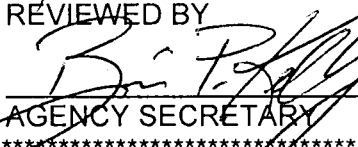
IMPACT ON SUPPORT BUDGET: ONE-TIME COSTS (Y/N): N FUTURE COSTS (Y/N): Y

FUTURE SAVINGS (Y/N): N REVENUE (Y/N): N

DOES THE PROPOSAL AFFECT ANOTHER DEPARTMENT (Y/N): N IF YES, ATTACH

COMMENTS OF AFFECTED DEPARTMENT SIGNED BY ITS DIRECTOR OR DESIGNEE.

SIGNATURE APPROVALS:

	<u>12/31/2015</u>		<u>1/4/16</u>
PREPARED BY	DATE	REVIEWED BY	DATE
	<u>1/4/2016</u>		<u>1/5/16</u>
DEPARTMENT DIRECTOR	DATE	AGENCY SECRETARY	DATE

DOF ANALYST USE

DOF ISSUE # _____ PROGRAM CAT: _____ PROJECT CAT: _____ BUDG PACK STATUS: _____
ADDED REVIEW: SUPPORT: _____ OCIU: _____ FSCU/ITCU: _____ OSAE: _____ CALSTARS: _____

Original Signed By:

PPBA: Sally Lukenbill

DATE SUBMITTED TO LEGISLATURE: 1-7-16

ORG CODE: 2740 COBCP NO. 2 PRIORITY: 2 PROJECT ID: 0000708

A. PURPOSE OF THE PROJECT: (problem, program need, infrastructure deficiency)

This is the second phase of a multiple phase project; the approved FY 2015/16 capital outlay project proposes to replace the existing space deficient facility with a new 13,342 gross square foot facility that has 92 parking spaces. The state-owned Santa Maria field office, located at 523 South McClelland Street, Santa Maria in Santa Barbara County, is no longer a viable location for DMV. The facility was built in 1969, has only 3,865 net usable square feet and 64 parking spaces. This field office provides full registration, driver license services, and houses one Occupational Licensing Inspector and a designated Driver Safety Hearing Point for Santa Maria and its surrounding communities along with drop-in space for a CHP officer. The Santa Maria population has grown from approximately 32,749 in 1970 to 102,087 in 2015, a 212% population increase, which dictates the necessity to relocate this facility into an appropriately sized building to meet space requirements (California Department of Finance, Demographic Reports).

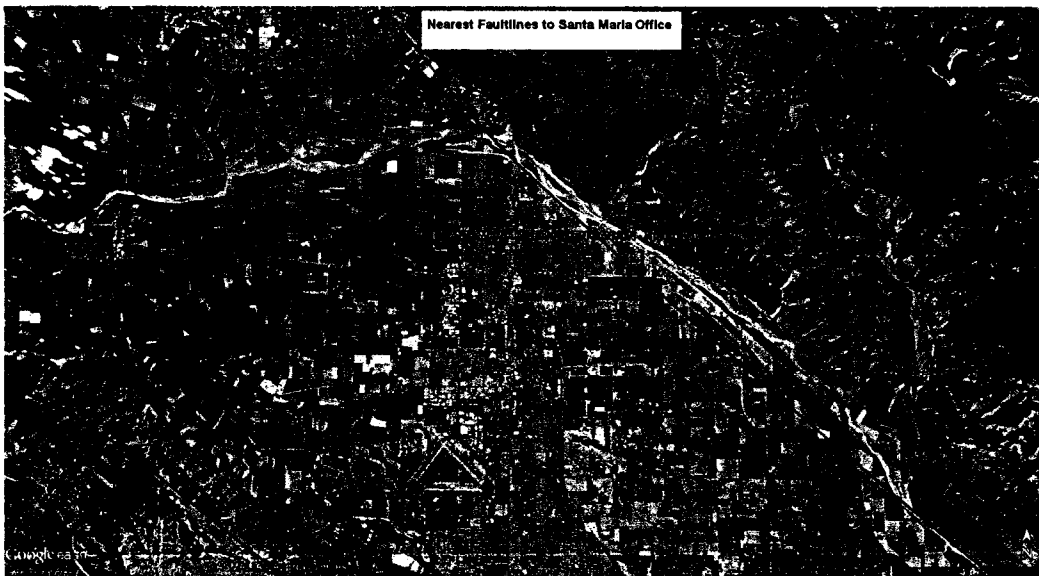
In December 2013, The Department of General Services conducted a site visit to collect data, assess the condition of the Santa Maria field office, and to identify any potential deficiencies that could affect the performance of the building when subjected to seismic ground motions. In the report findings, the Santa Maria field office level of seismicity for the site was rated high (level VI out of VII), thus these significant seismic and structural issues must be addressed.

In addition, the Santa Maria building and site are noncompliant with the Americans with Disability Act (ADA) and California Building Codes. The DMV office has problematic and insufficient customer parking, and the customer lobby is greatly deficient. The office fails to meet program space standards as the standards have greatly changed in the last 46 years. The dysfunctional space, complaints from customers and poor parking have created conditions that prevent the field office from providing optimum service to this community or an acceptable work environment for employees. On multiple occasions, the City of Santa Maria has asked DMV to seek alternate space as the office condition does not meet the needs of the Santa Maria community. DMV is proposing to relocate this office into new space and to surplus the existing building upon occupancy at the new site. The department has documented the following health and safety issues, dysfunctional office space areas, and parking problems:

Health and Safety Deficiencies

- The public service area is overcrowded, which causes hallway clearances to be reduced, resulting in ADA noncompliance. The small space does not allow safe maneuverability for persons in a wheelchair, resulting in accessibility issues.
- The building size is deficient and cannot be modified to meet code requirements (e.g., Labor Code sections 1030 through 1033 (lactation accommodation) compliance).
- According to a seismic study conducted in Spring of 2014, the degree of expected earthquake hazard is listed as High, out of a Low/Moderate/High level rating, referencing both structural and nonstructural deficiencies. The Santa Maria field office is located between two fault lines, causing increased potential structural damages, should an earthquake occur.
- The earthquake damageability rating level for this building is a VI out of VII, primarily due to the lack of out-of-plane wall anchorage, to cause loss of stability of the structure.

- The reinforced brick masonry walls are not tied adequately to the diaphragm for out-of-plane forces along the North, East, and West walls. These types of connections have resulted in partial or full collapse of roofs in past earthquakes.
- Interior stud walls are not sheathed; therefore, do not provide lateral resistance.
- In the north-south direction there are no continuous cross ties.
- The diaphragm is unblocked and spans between 58-80 feet, exceeding the 24 feet trigger requirement.
- Two web members of an open steel truss are damaged. The seismic study report refers to a beam across the ceiling (no lid on ceiling – can see rafters) two cross members are not attached and need to be re-attached. Not only is this a critical safety issue it can be very expensive depending on the replacement need. It could be that the whole roof would need to be removed to replace the beams.
- Carport roof framing is not connected to the main building's structural system.
- Non-safety glass could fall from above exits during a seismic event and cause injury.



Lobby Deficiencies

- The maximum occupancy of the public service area is 60; however, the lobby is only able to accommodate 24 chairs for customer seating. At any given time, a range of 50 to 75 queue tickets are issued to customers. Additionally, the office can have a range of 125 to 150 people waiting to be served during peak hours. A customer called the Fire Marshal due to the excessive number of people in the office, causing the office to be cited on March 10, 2010.
- In 2015, the office received a verbal order from the Fire Marshal to have the customers without a chair to sit in, have to wait outside. During peak times leaving up to 50 customers having to wait outside.
- During peak hours, an average of 30 to 50 customers have to wait outside, often in inclement weather, standing in and even blocking the building exits.
- Customers waiting for service are too close to the public service counter, due to the small lobby and large volume of customers; it is very difficult for the technicians to hear the customers they

are trying to serve. In addition, confidential information from customers is overheard pertaining to personal identification information posing a potential privacy breach of information security.

- Inefficient paths of travel within the office increase transaction time and contribute to longer customer wait times, which increases the difficulty in finding parking. Customers standing in the lobby interfere with the customer pathway to and from the public counter, testing area, restrooms, exit, etc.
- The office doors often remain open to accommodate customer lines that continually overflow out the door. On hot days, the temperature inside the office frequently exceeds the standard 78 degrees.

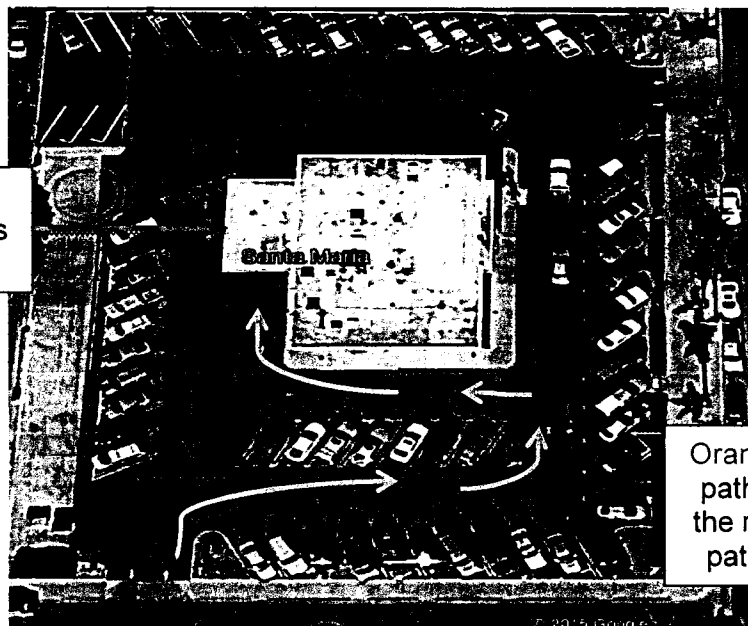
Facility Deficiencies

- Space for conducting the driver license written test in the lobby is inadequate to meet customer needs. The written test counters are too close to other customers, employees in the lobby, and customers entering and exiting to the drive tests doorway. The result is a significant distraction to test takers and an increased opportunity for fraud. Without a sufficiently controlled test area, the integrity of the testing process has a high potential to be compromised.
- Customers complain about the noise and lack of confidentiality of their personal information as the public counter workstations are too close to one another. Currently, the public counter workstations are three feet apart, whereas the space standards specify five feet between workstations. The lack of space creates an information privacy/security risk.
- The public restrooms are too small, frequently resulting in a back-up of six customers waiting to use the women's facilities. The women's restroom has only one toilet without room to expand. The men's restroom has only one toilet, no urinal, and no room to expand. According to the current building codes, the office should have a minimum of three toilets for each restroom.
- Overcrowded conditions promote customer altercations due to customer irritability while waiting to be served. Altercations happen 24-36 times per year at the Santa Maria field office.
- The office does not have a cash turn-in room, writing counters, or space to accommodate the cash turn-in process; therefore, employees must conduct cashier duties in the public service area that is in clear view of the customers, creating a safety and security risk for employees, and a potential loss of revenue.
- The turn-in window used by employees to turn in their cash is also in full view of the public, causing the employees to use their bodies to shield the depositing and exchanging of money from view of the public.
- The control room lacks space to store controlled items, creating a security and fraud risk; the control cashier instead has to retrieve controlled items from the storage room.
- The control room has only one window, which must remain closed while performing control cashier functions.
- The storage room is too small to store all of the necessary forms, pamphlets, handbooks, office supplies, etc. The aisles are used to store boxes full of documents and supplies resulting in Fire/Life/Safety issues.
- Controlled items, such as vehicle registration stickers and license plates, cannot be securely stored in the storage room as there is insufficient secured storage space. Consequently, controlled items are stored (unsecured) under workstations in the work area; this is a security risk as these items are completely in the open and susceptible to theft and fraud.

Parking Lot Deficiencies

- The DMV parking lot is inadequate to meet customer demand, resulting in congestion and safety concerns as the high traffic volume creates a hazard for employees and customers trying to enter or exit the building.
- Verifications are conducted in the drive test area due to lack of reserved space; this results in delays for customers waiting to complete their drive tests.
- Due to parking lot congestion drive test applicants often sit in parking lot traffic, unable to begin their test until proper clearance is available. The drive test process is often delayed, creating a longer drive test time as well as traffic jams in the drive test line, thereby reducing the total number of drive tests that can be administered throughout the day.
- Due to limited space in the DMV parking lot, customers frequently utilize non DMV parking alternatives, such as neighboring businesses, resulting in daily complaints. Additionally, customers experience frustration and financial inconvenience when they receive parking tickets for utilizing non-DMV parking.
- Customers block the parking compound (at least 10 times a day) that is reserved for the DMV Occupational Licensing (OL) inspector, forcing the inspector to find street parking. This creates a policy issue as state vehicles must be secured in compound areas.

Drive tests and vehicle verifications are done here



Orange arrows show the path for drive tests and the red arrow shows the path for regular traffic.

B. RELATIONSHIP TO THE STRATEGIC PLAN: (relevance of problem/need to mission and goals)

The DMV's Strategic Goals drive the direction of future facility needs for DMV operations:

- Enhance services to our internal and external customers
- Strengthen and support the professionalism and skill of our workforce
- Enhance traffic safety through internal programs and external partnerships
- Strengthen validity, security, and protection of personal information
- Enhance consumer protection

C. ALTERNATIVES: (for each, describe the proposed alternative and provide a brief summary of scope, cost, funding source, program benefits, facility management benefits, and impact on support budget)

This project is a continuation of the previously approved FY 2015/16 Capital Outlay Budget Change Proposal and will continue project activities to relocate the Santa Maria field office into a new facility that is seismically and structurally sound, meets all building codes, and incorporates program standards and addresses parking needs, using the capital outlay methodology.

Estimated Cost: \$16,021,000

Funding Source: Motor Vehicle Account, State Transportation Fund

Benefits/Detriments:

Benefits:

- Addresses the seismic and structural issues.
- Resolves Health and safety ADA and Fire/Life/Safety issues.
- Eliminates noncompliance of ADA and California Building Codes.
- Resolves critical space deficiencies.
- Provides safe parking lot exit pathways.
- Eliminates safety issues in the customer parking lot, drive test, and verification areas.
- Eliminates safety issues on the adjacent public streets.
- Meets State Administrative Manual (SAM) requirements.
- Enables the department to meet the customer service demand for Santa Maria and surrounding communities.
- Reduces customer lines and wait times in these field offices.

Detriments:

- Requires additional funding.

D. RECOMMENDED SOLUTION:

1. Relocate the Santa Maria field office into a new facility that is seismically and structurally sound, meets all building codes, incorporates program standards, and addresses parking needs, using the capital outlay methodology.

2. Detail scope description.

In FY 2016/17, begin the planning stage to establish a replacement facility to address the infrastructure deficiencies in the Santa Maria field office. The new single-story 13,342 gsf building on approximately 2.4 acres will include site work, utilities, walkways, curbs, gutters, signage, landscaping, irrigation, fencing, gates, trash enclosure, site drainage, site lighting, surface parking, attached drive-test canopy, communications (fire alarm, security, data) and all

associated requirements to complete the construction of the facility. The project shall be designed to LEED-NC Silver and will also be a Zero Net Energy building.

3. Basis for cost information.

See attached three page cost estimate prepared by the Department of General Services.

4. Factors/benefits for recommended solution other than the least expensive alternative.

Acquisition of land and the construction of a new Santa Maria field office facility through the state's capital outlay construction methodology has been deemed the most viable and economical alternative to resolve the current infrastructure deficiency in DMV's Santa Maria service area. Performing business in the existing DMV-owned facility "as is", will result in unplanned emergency facility repair work and expenditures due to the age of the facility and declining building systems. Emergency facility repair work may result in unscheduled closures. Moving forward with the facility replacement project is necessary to support the DMV's existing infrastructure in a controlled, planned and most cost effective approach. The project will result in a functionally efficient facility to successfully process work and meet DMV's customer service obligations.

5. Complete description of impact on support budget.

The department anticipates submitting a future support BCP for one-time costs (modular systems furniture, lobby chairs, conventional furniture, signs, telecommunications, etc) and ongoing costs (custodial, security, etc.) as the larger office will have increased operating costs.

6. Identify and explain any project risks.

None.

7. List requested interdepartmental coordination and/or special project approval (including mandatory reviews and approvals, e.g. technology proposals).

- a) State Fire Marshal - Fire/Life Safety Review
- b) Department of General Services, Real Estate Services Division - Design and Construction
- c) Public Works Board - Approval to proceed to Working Drawing phase of project
- d) Division of the State Architect – Review and approval of plans for Access Compliance

E. CONSISTENCY WITH GOVERNMENT CODE SECTION 65041.1:

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how? Explain.

No. Although it is not viable to rehabilitate the existing infrastructure (the existing facility) to meet program needs, the department will endeavor to locate new facilities in economic redevelopment areas within the Santa Maria service area during the site search for the new field office facility.

2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources? Explain.

Yes, this project will improve the protection of environmental resources, as it will utilize energy efficient and sustainable building design and construction methods that are in accordance with Executive Orders issued by the Governor, State of California's Green Action Plan, the California Green Building Standards Code, and the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system.

3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth? Explain

Yes, the project will be developed and designed to ensure compliance with local development guidelines and smart-growth strategies. Where possible, the facility will be sited in an economic redevelopment area.

STATE OF CALIFORNIA		Budget Year 2016-17	
CAPITAL OUTLAY BUDGET CHANGE PROPOSAL (COBCP)		Proj ID:	0000708
FISCAL DETAIL WORKSHEET		BU/Entity:	2740
Department Title:	Department of Motor Vehicles	Program ID	2155
Project Title:	Santa Maria: Field Office Replacement	COBCP #:	2
Program Category:	Other - Critical Infrastructure	Priority:	2
Program Subcategory:		MA/MI:	MA

Identify all items which fit into the categories listed below. Attach a detailed list if funding is included in this request. Provide descriptions and summary estimates for items for which you plan to request funding in the future. When possible, identify funding needs by fiscal year (BY+1 through BY+4).

PROJECT RELATED COSTS	COST	TOTAL
AGENCY RETAINED:		
None		
TOTAL AGENCY RETAINED		0
GROUP 2 EQUIPMENT		
TOTAL GROUP2 EQUIPMENT		0
IMPACT ON SUPPORT BUDGET	COST	TOTAL
ONE-TIME COSTS		
TOTAL SUPPORT ONE-TIME COSTS		0
ANNUAL ONGOING FUTURE COSTS		
TOTAL SUPPORT ANNUAL COSTS		0
ANNUAL ONGOING FUTURE SAVINGS		
TOTAL SUPPORT ANNUAL SAVINGS		0
ANNUAL ONGOING FUTURE REVENUE		
TOTAL SUPPORT ANNUAL REVENUE		0

STATE OF CALIFORNIA		Budget Year 2016-17	
CAPITAL OUTLAY BUDGET CHANGE PROPOSAL (COBCP)		Proj ID:	0000708
SCOPE/ASSUMPTIONS WORKSHEET		BU/Entity:	2740
Department Title:	Department of Motor Vehicles	Program ID	2155
Project Title:	Santa Maria: Field Office Replacement	COBCP #:	2
Program Category:	Other - Critical Infrastructure	Priority:	2
Program Subcategory:		MA/MI:	MA
<p>Project Specific Proposals: For new projects provide proposed Scope language. For continuing projects provide the latest approved Scope language. Enter Scope language in cell A110.</p>			
<p>Conceptual Proposals: Provide a brief discussion of proposal defining assumptions supporting the level of funding proposed by fiscal year in relation to outstanding need identified for that fiscal year. (Also include scope descriptions for BY+1 through BY+4 in cell A110).</p>			
<p>This critical infrastructure project will replace the department's Santa Maria field office building that has significant seismic and structural issues. This building is also inefficient, noncompliant with the California Building Codes, and functionally deficient. The state-owned Santa Maria building is approximately 4,387 gross square feet and is 46 years old. The building houses the driver license and vehicle registration programs as well as the Occupational Licensing program, a Driver Safety Hearing Point, and drop-in space for a California Highway Patrol (CHP) officer. The proposed project will provide a new safe, appropriately sized and efficiently designed facility for use by the Field Operations Division, Occupational Licensing, Driver Safety, and the California Highway Patrol.</p>			

**DEPARTMENT OF GENERAL SERVICES
REAL ESTATE SERVICES DIVISION - PROJECT MANAGEMENT AND DEVELOPMENT BRANCH
PROJECT COST SUMMARY**

PROJECT:	Santa Maria Field Office Replacement	STUDY ESTIMATE:	S4DMV201BP
LOCATION:	Santa Maria, CA	EST. / CURR'T. CCCI:	5960 / 6069
CUSTOMER:	Department of Motor Vehicles	DATE ESTIMATED:	6/11/2015
DESIGN BY:	0	ABMS NO:	0
PROJECT MGR:	0	PREPARED BY:	AW
TEMPLATE:	Design / Bid / Build	DOF PROJ. I.D. NO.:	0

DESCRIPTION

The project consists of a replacement Field Office for DMV near Santa Maria, CA. This single-story building will be approximately 13,342 gsf on a new site of approximately 2.4 acres. The project will also include site work, utilities, walkways, curbs, gutters, signage, landscaping, irrigation, fencing, gates, trash enclosure, site drainage, site lighting, surface parking, attached drive-test canopy, communications (fire alarm, security, tel/data) and all associated requirements to complete the construction of the facility. The project shall be designed to LEED-NC Silver and will also be a Zero Net Energy building.

ESTIMATE SUMMARY

Sitework (@ \$12/sf)	\$1,254,500
Building (@\$340/sf)	\$4,522,000
Utility Fees	\$200,000
Zero Net Energy (25% of Building Costs)	\$1,130,500

ESTIMATED TOTAL CURRENT COSTS:	July 2014	\$7,107,000
Adjust CCCI From 5960 to 6069		\$130,000
ESTIMATED TOTAL CURRENT COSTS ON MAY 2015		\$7,237,000
Escalation to Start of Construction 43 Months @ 0.42% / Mo.:		\$1,307,000
Escalation to Mid Point 7 Months @ 0.42% / Mo.:		\$212,800
ESTIMATED TOTAL CONTRACTS:		\$8,756,800
Contingency At: 5%		\$437,800
ESTIMATED TOTAL CONSTRUCTION COST:		\$9,194,600

SUMMARY OF COSTS BY PHASE

PROJECT: Santa Maria Field Office Replacement
LOCATION: Santa Maria, CA
ABMS #: 0

STUDY ESTIMATE: S4DMV201BP
DATE ESTIMATED: 6/11/2015

CONSTRUCTION DURATION: 14 MONTHS
ESTIMATED CONTRACT: \$8,756,800 \$8,756,800
CONSTRUCTION CONTINGENCY: \$437,800 \$437,800
TOTAL: \$9,194,600 \$9,194,600

CATEGORY	ACQUISITION STUDY 00	PRELIMINARY PLANS 01	WORKING DRAWINGS 02	CONSTRUCTION 03	TOTAL
ARCHITECTURAL AND ENGINEERING SERVICES					
A&E Design	\$80,000	\$420,600	\$450,000	\$430,700	\$1,381,300
Construction Inspection				\$394,100	\$394,100
Construction Inspection Travel				\$175,100	\$175,100
Builders Risk Insurance				\$87,600	\$87,600
Advertising, Printing and Mailing		\$0	\$20,000		\$20,000
Construction Guarantee Inspection				\$43,800	\$43,800
SUBTOTAL A&E SERVICES	\$80,000	\$420,600	\$470,000	\$1,131,300	\$2,101,900

OTHER PROJECT COSTS					
Special Consultants (Soils/Survey)	\$50,000	\$160,700	\$100,000	\$125,000	\$435,700
Materials Testing				\$131,400	\$131,400
Project/Construction Management	\$90,000	\$147,300	\$225,000	\$225,000	\$687,300
Contract Construction Management			\$45,000	\$495,000	\$540,000
Site Acquisition Cost & Fees	\$2,285,000				\$2,285,000
Agency Retained Items					\$0
SBE/DVBE Assessment				\$29,700	\$29,700
School Checking			\$0		\$0
Hospital Checking			\$0		\$0
Essential Services			\$0		\$0
Accessibility Checking			\$12,900		\$12,900
Environmental Document (Neg Dec)	\$100,000	\$150,000	\$25,000	\$25,000	\$300,000
Due Diligence		\$7,500			\$7,500
Other Costs - (SFM)		\$0	\$25,000	\$75,000	\$100,000
Other Costs - (Permit/Reg. Fees)					\$0
Other Costs - (ARF Assessment)	\$32,000	\$10,900	\$11,100	\$141,000	\$195,000
SUBTOTAL OTHER PROJECT COSTS	\$2,557,000	\$476,400	\$444,000	\$1,247,100	\$4,724,500

TOTAL ESTIMATED PROJECT COST	\$2,637,000	\$897,000	\$914,000	\$11,573,000	\$16,021,000
LESS FUNDS TRANSFERRED	\$0	\$0	\$0	\$0	\$0
LESS FUNDS AVAILABLE NOT TRANSFERRED	\$0	\$0	\$0	\$0	\$0
CARRY OVER	\$0	\$2,637,000	\$3,534,000	\$4,448,000	
BALANCE OF FUNDS REQUIRED	\$2,637,000	\$3,534,000	\$4,448,000	\$16,021,000	\$16,021,000

FUNDING DATA & ESTIMATE NOTES

PROJECT: Santa Maria Field Office Replacement
 LOCATION: Santa Maria, CA
 ABMS #: 0

STUDY ESTIMATE: S4DMV201BP
 DATE ESTIMATED: 6/11/2015

FUNDING DATA

<u>Chapter / Item</u>	<u>Phase</u>	<u>Amount</u>	<u>Totals</u>
Fund Transfers			
N/A	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
Total Funds Transferred			<u>\$0</u>
Funds Available Not Transferred			
N/A	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
Total Funds Available not Transferred			<u>\$0</u>
Total Funds Transferred and Available			<u><u>\$0</u></u>

ESTIMATE NOTES

- The construction costs in this estimate are indexed from the CCCI Index as of the date of estimate preparation to the CCCI index that is current as of MAY 1, 2015. The project estimate is then escalated for a 7 month period to an assumed construction midpoint. Additionally, the project has been escalated to the assumed start of construction.
- The Agency may have retained items that are not included in this estimate. RESD has not verified Agency retained pricing.
- Special Consultant costs include Survey w/ Topo Map, Geotechnical, Asbestos / Lead Survey & Monitoring, Zero Net Energy, LEED and Utility Design Fees.
- Assumes start of acquisition in FY 15/16, Preliminary Plans in FY 16/17, Working Drawings in FY 17/18 and Construction in FY 18/19.
- A&E - Construction "C" Phase costs include travel to the Santa Maria site.
- 0
- 0
- 0
- 0
- 0